

Calendar

NOVEMBER

20 Lansing Capital City Airport, MDOT Aeronautics Auditorium 10a.m. Michigan Aeronautics Commission Meeting Call 517-335-9943.

JANUARY 2003

17-19 East Lansing, Michigan State University's Kellogg Center, Great Lakes International Aviation Conference. Al Haynes, Captain, United flight 233, Paul Bowen, Renowned Aerial Photographer, Vertigon Spatial Disorientation Simulator, Catherine "Cathé" Fish, GPS Seminars, and much more. For further information, call 517-335-9880

John Engler, Governor

MICHIGAN AERONAUTICS COMMISSION

Robert Bender, Chair - Middleville
Fred Rakunas, ViceChair - Eastport
Sidney Adams, Jr., Battle Creek
Alice J. Gustafson, Pontiac
Lowell E. Kraft, Pigeon

Barb Hayes, Acting Director
Michigan Department of Transportation

Capt. John Ort
Michigan State Police

Brigadier General Ronald L. Seely
Michigan Department of Military Affairs

Guy Gordon
Michigan Department of Natural Resources

William E. Gehman, Director
Michigan Aeronautics Commission

Barbara Burris
Executive Assistant to the Commission

Kenneth Schaschl - Editor and Graphic Design



Operation Good Cheer began in 1971, when there were sixty-six children involved. Operation Good Cheer has since grown over the past 30 years to include 360 private non-profit child and family service agencies that provide out-of-home services for Michigan's children. This year, presents will be given to over 4,200 clients in foster care, residential treatment, and group homes across Michigan. Participants include infants, children, teenagers, and adults with disabilities.

Presents are picked up at 23 locations across the state by companies who volunteer their equipment and fuel, as well as drivers who donate their time. In all, there is a total of 96 separate donor groups that are participating in the 2002 Operation Good Cheer program. More than 12,000 gifts will be delivered, sorted and distributed from IFL East and Tradewinds Aviation at the Oakland County International Airport.

On Saturday, December 7, 2002, the delivery of Christmas presents to sixteen airports across the state will be made possible through the aid of more than 100 volunteer pilots and their aircraft. Pilots will depart from IFL East and be met at each airport by agency volunteers who then distribute the presents. This impressive display of generosity provides thousands of children with presents and the joy of knowing that people care. **Volunteers and pilots with aircraft are needed.** For information, contact Katie Williams at 517-349-6226 or visit their website at www.cfsm.org.

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A large photograph of a 1938 Waco YKS-7at biplane on a runway. The plane is white with a red nose and is positioned in the center of the frame. The background shows a green field and trees under a clear sky.

The logo for the Great Lakes International Aviation Conference, featuring a stylized airplane and the text 'GREAT LAKES INTERNATIONAL AVIATION CONFERENCE' around a circular border.

2003 Great Lakes International Aviation Conference

Michigan State University, East Lansing, Michigan

Information and Registration - Pages 3-6

A 1938 Waco YKS-7at Lambertville, Toledo Suburban.



COMMISSION ACTION

The Michigan Bureau of Aeronautics met in Sault Ste. Marie on September 11, 2002. The meeting was held in conjunction with the annual meeting of the Michigan Association of Airport Executives. The meeting included a special tribute to retiring commission director, William Gehman. Ronald Seely was introduced as the new director of the commission. In addition, details of a sweeping reorganization within the Department of transportation were given (see page 4).

Among action items was the approval of airport improvement projects across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees. Following are the approved projects:

Beaver Island Airport - \$166,000 for acquisition of a hangar and a new snow removal equipment building. \$150,000 federal and \$16,666 local.

Flint, Bishop International Airport - \$500,000 to rehabilitate Taxiway C, purchase fingerprint equipment, and to conduct a jet blast assessment study. \$450,000 federal, \$140,983 state, and a federal credit of \$90,983 toward the local share.

Grand Haven Memorial Airpark - \$20,000 for design work for runway approach clearing. \$18,000 federal, \$1,000 state, and \$1,000 local.

Grand Rapids, Gerald R. Ford International Airport - \$1,184,847 for numerous security improvements including training, purchase of a security vehicle, design of access control, and fingerprint equipment. \$1,070,000 federal, \$57,423 state, and \$57,424 local.

Greenville Municipal Airport - \$166,666 for purchase of an easement and tree clearing. \$150,000 federal, \$8,333 state, and \$8,333 local.

Holland, Tulip City Airport - \$5,555,554 for the fourth phase of a runway extension project, which includes the construction of a tunnel for vehicle traffic under the runway. \$5,000,000 federal, \$277,777 state, and \$277,777 local.

Lambertville, Toledo Suburban Airport - \$300,00 in state funds to acquire land for establishment of a runway protection zone.

Pellston Regional Airport - \$2,835,263 for the second phase of a terminal building construction project. \$2,425,003 federal, \$134,722 state, and \$275,538 local.

Sidnaw, Prickett Grooms Field - \$5,000 in state funds to commission an appraisal of property for possible sale.

Traverse City, Cherry Capital Airport - \$12,926,465 for the third phase of a new terminal building construction project including water and sewer work, flight information systems, passenger loading bridges, construction of an entrance road, and security equipment. \$10,903,500 federal, \$603,556 state, and \$1,419,409 local.

White Cloud Airport - \$32,000 for design work for future runway rehabilitation and widening. \$28,800 federal, \$1,600 state, and \$1,600 local.

the PTK ATCT. However, prior to locating the flight, an engine failure occurred and the pilot landed in a field approximately thirty (30) miles southwest of the airport. The airplane was substantially damaged.

11 Jackson, Aircraft: Cessna 310R, Personal flight, Injuries: 4 Minor. The aircraft, sustained substantial damage while landing on runway 6 at the Jackson County Airport. Visual meteorological conditions prevailed at the time of the accident. The instrument flight rules (IFR) flight departed the Martin State Airport (MTN), Baltimore, Maryland, at 0730 eastern daylight time.

According to the pilot's written statement, the flight was uneventful up to the landing attempt. The pilot reported that approximately 1/3 down the runway the airplane began to, "...bank to the right, and attempts to return the aircraft to centerline and level flight failed and the right wing tip impacted the terrain causing the aircraft to cartwheel."

27 Copemish, Aircraft: Cessna TR182, Personal flight, Injuries: 2 Serious, 1 Minor. The aircraft was destroyed during an on-ground fire following an emergency descent and landing due to an in-flight fire near Copemish, Michigan. Visual meteorological conditions prevailed at the time of the accident. The flight departed from Mason County Airport, Ludington, en route to Cherry Capital Airport, Traverse City, Michigan.

July

28 Flushing, Aircraft: Cessna R172K, Personal flight, Injuries: None. The aircraft sustained substantial damage when it impacted a curb after an aborted takeoff following a reported loss of engine power during takeoff from runway 36, at the Dalton Airport, Flushing, Michigan.

August

03 Caro, Aircraft: Aeronca 7AC, Personal flight, Injuries: 1 Fatal, 1 Serious. The aircraft impacted terrain following a loss of control during an initial takeoff climb from runway 05 at the Tuscola Area Airport (78D), in Caro, Michigan. The local flight was operating in visual meteorological conditions. Witnesses reported that the airplane climbed to an altitude of about 75 feet after takeoff. It then entered a sharp left turn and descended to impact with the terrain.

04 Benton Harbor, Aircraft: Piper PA-46-350P, Personal flight, Injuries: 3 Fatal. The aircraft sustained substantial damage during an in-flight collision with the terrain following a loss of engine power near Benton Harbor, Michigan. Visual meteorological conditions prevailed at the time of the accident. The flight was operating on an instrument flight rules flight plan departing Joe Foss Field Airport (FSD), Sioux Falls, South Dakota with the intended destination of Toledo Express Airport (TOL), Toledo, Ohio. The pilot reported having an engine failure and was given radar vectors to the Southwest Michigan Regional Airport (BEH), Benton Harbor, Michigan. The wreckage was located approximately one nautical mile east of the airport.

06 Sturgis, Aircraft: Schweizer G-164B, Agricultural flight, Injuries: None. The aerial application aircraft sustained substantial damage when it nosed over during a forced landing following a loss of engine power while maneuvering near Sturgis, Michigan.

11 Hillman, Aircraft: Piper J3C-65, Personal flight, Injuries: 1 Fatal. The aircraft was destroyed on impact with terrain and postcrash fire following a takeoff from a private airstrip near Hillman, Michigan. Visual meteorological conditions prevailed at the time of the accident.

25 Coopersville, Aircraft: Enstrom 280C, Personal flight, Injuries: 2 Uninjured. The NTSB report stated "The helicopter sustained substantial damage when it hit a transmission wire during cruise flight and impacted into the Grand River at a location about 5 miles southwest of Coopersville, Michigan. The pilot and passenger were rescued from the river and neither received injuries. The personal flight had departed from Zeeland, Michigan, on a local flight. Visual meteorological conditions prevailed."

28 Newaygo, Aircraft: Piper PA-28R-180, Business flight, Injuries: 3 Fatal. The NTSB report stated "The aircraft, operated as a rental airplane, was destroyed following an impact with power lines which crossed the Muskegon River near Newaygo, Michigan. Visual meteorological conditions prevailed at the time of the accident. The flight departed from Cherry Capital Airport, Traverse City, Michigan, at 1800, en route to Three Rivers Municipal Dr Haines Airport, Three Rivers, Michigan. A witness reported that he was approximately 1,000 yards upstream of the accident site when he saw the airplane 20 feet above the water of the Muskegon River headed for the power lines."

September

06 Martin, Aircraft: Grumman-Schweizer G-164B, Agricultural flight, Injuries: None. The aircraft collided with the terrain following a loss of directional control during a takeoff initial climb from a private airstrip in Martin, Michigan. The airplane was substantially damaged. The aerial application flight was operating in visual meteorological conditions at the time of the accident. The pilot reported that some of the chemical load leaked out of the hopper and obscured the windshield. He was unable to see and the airplane drifted to the left where it contacted the corn crop.

2003 INTERNATIONAL AVIATION ART CONTEST

100 YEARS OF POWERED FLIGHT

Entries for the Year 2003 International Aviation Art Contest must be received by January 10, 2003. The theme for this year's contest is "100 Years of powered flight." Competition is open to students age 6-17. For a copy of the contest brochure, which includes rules and an entry form, please write to Michigan Bureau of Aeronautics, Attn: Aviation Art Contest, 2700 E. Airport Service Dr., Lansing, Michigan 48906-2160, or call 517-335-9977. Complete contest details are also available on the Bureau of Aeronautics website at www.michigan.gov/aero/.

Accident Reports

Accident Reports are reprinted from Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB), or Police reports and are for information only. *Michigan Aviation* does not attest to the accuracy of these reports. We do not determine the cause of accidents; that is left to NTSB and FAA investigators. The following data obtained from the NTSB website.

May

5 Mount Pleasant, Aircraft: Yoder GP-4, Injuries: 2 Fatal. The aircraft was destroyed on impact with terrain following an uncontrolled descent approximately 15 miles east of Mount Pleasant, Michigan. Visual meteorological conditions prevailed at the time of the accident. Both private pilots were fatally injured.

20 Grant, Aircraft: Wattier Tornado, Injuries: None. The aircraft, piloted by a private pilot, sustained substantial damage on impact with trees following a total loss of engine power during climbout from runway 09 (2,517 feet by 120 feet, turf) at the Grant Airport (01C), Grant, Michigan. Visual meteorological conditions prevailed at the time of the accident. The personal flight was not operating on a flight plan. The flight originated from the Wilderness Airpark Airport (24M), Kent City, Michigan, at 1830, en route to 01C.

The NTSB report stated "The airplane had not flown for approximately 2 years prior to accident flight. It was the pilot's first flight in the airplane. A mechanic, who completed a condition inspection of the airplane prior to the flight, told the pilot that the fuel lines "seemed to be getting hard" and needed to be replaced "right-away." The pilot told him that he was going to replace the fuel lines when he arrived at 01C. The airplane did not have an airworthiness certificate on board, and the pilot did not obtain a ferry permit to 01C. The pilot reported that he departed 24M after a "...condition inspection [and] multiple high speed

taxis (tried to insure engine operations and sufficient runway length for take-off)." The airplane climbed to 2,500 feet and flew eight miles north to 01C. The pilot added, "my plan was to fly 3 low approaches at Grant before actually trying to touch down. (To gain familiarity with plane, airport and current conditions). Engine stopped after 2nd low approach. (during climb back to pattern altitude.) Tried to glide past trees. Stalled the plane." Upon failure of the engine, the pilot attempted a turn back to the runway. The airplane's parachute recovery system was then deployed, and the airplane descended into trees under a parachute, which resulted in structural damage to both wings.

The Federal Aviation Administration inspector's examination of the fuel system revealed a crack in the fuel line leading from the fuel tanks to the fuel sump."

28 Belleville, Aircraft: Mitsubishi MU2B-20, Personal flight, Injuries: None. The aircraft, piloted by a commercial pilot, sustained substantial damage when the landing gear collapsed during landing on runway 23L at Willow Run Airport (YIP), Belleville, Michigan. Visual Meteorological conditions prevailed at the time of the accident.

June

9 Macomb, Aircraft: Piper PA-28-180, Personal flight, Injuries: None. The aircraft operated as a rental airplane, returned from a local flight with substantial damage resulting from a crack through its vertical stabilizer spar. Visual meteorological conditions prevailed during the flight. The NTSB report stated "The 1973 airplane was used throughout its service life as a rental/flight training airplane accumulating a total time of 14,155 hours. According to maintenance personnel, the crack was not present during the airplane's last annual inspection, which was performed 10 hours before the flight.

The crack is located approximately 6 inches above the base of the vertical stabilizer and extends horizontally

approximately 1 1/2 inches from the right side of the stabilizer into the 3 1/2 inch spar." Note: Another Piper PA-28-180, operated by the same company, returned from a local flight with a similar crack through its vertical stabilizer under the same circumstances and similar flight time on July 20, 2002.

17 Foster City, Aircraft: Cessna 182A, Business flight, Injuries: 1 Fatal. The aircraft, owned and piloted by a commercial pilot, impacted terrain in a wooded area near Foster City, Michigan. Visual meteorological conditions prevailed on the day of the accident. The wildlife survey flight was not operating on a flight plan and had just departed from the Gogebic-Ironwood County Airport, Ironwood, Michigan.

July

6 Three Rivers, Aircraft: Bell 206B, Personal flight, Injuries: 2 Uninjured. The helicopter, sustained substantial damage during an emergency landing after liftoff from a residential driveway in Three Rivers, Michigan. Visual meteorological conditions prevailed at the time of the accident.

According to the pilot's written statement, "The takeoff was normal and upon clearing the trees and power lines the aircraft began to spin to the right and the tail rotor suddenly lost all effectiveness." The pilot made an emergency landing to an open pasture area and as the aircraft reached the ground the "... the tail skid gear broke off and the aircraft settled down and the tail rotor hit the ground."

10 Pontiac, Aircraft: Cessna 152, Training flight, Injuries: None. The aircraft, piloted by a student pilot, was substantially damaged when it experienced an engine failure and landed in a field. The airplane had departed Oakland County International Airport (PTK), Pontiac, Michigan, at approximately 0830 that morning. After a two (2) hour solo training flight in the local practice area, the student pilot overshot the airport on his return. Assistance was requested from

Aviation Information

Several changes to the Federal Aviation Administration Practical Test Standards (PTS) will be of interest to pilots and flight instructors as they prepare for new pilot certificates or ratings. On August 1, 2002 changes to the Private Pilot, Commercial Pilot, and Certified Flight Instructor PTS became effective. Among the amendments is a change to the definition of "slow flight," and the addition of "Power-off Accuracy Landings" and "Steep Spirals" to the Commercial Pilot and Flight Instructor PTS. Additionally, examiners are given the flexibility to select certain maneuvers for testing. Pilot applicants, however, must still be prepared to perform all maneuvers. Copies of all Practical Test Standards can be obtained from the FAA at <http://afs600.faa.gov/>.

The FAA has announced an expansion to a recently-issued Lycoming crankshaft airworthiness directive (AD). The agency has published a superseding AD that may increase the applicability of an existing AD on turbocharged Lycoming TIO-540 engines, adding as many as 600 more engines.

The new AD will affect all aircraft equipped with a Lycoming TIO-540 (turbocharged at the factory or by STC) rated at 300 horsepower or more, with crankshafts installed between March 1997 and the present. That includes Piper Mojave, Navajo, Malibu Mirage, Saratoga, Aerostar, and the turbocharged Cessna 206 Stationair. Crankshafts affected by the current AD, 2002-17-53, must still be replaced prior to further flight. Crankshafts affected by the impending expansion of the AD will be subject to metallurgical inspection within a prescribed time-in-service (TIS) interval, depending upon date of manufacture. Crankshafts

deemed free of the suspected metallurgical deficiency will be cleared for immediate return to service, while defective cranks will be required to be replaced prior to further flight.

Lycoming representatives will reportedly conduct the AD-required crankshaft metallurgical inspections (a small "core sample" taken from the propeller flange for examination) at locations throughout the country. Information is not yet available regarding the time necessary for Lycoming to conduct the inspections. FAA sources indicate it will be at least two months before Lycoming is prepared to begin production of replacement crankshafts. Affected owners are advised to contact Lycoming at 570-323-6181.



Four aviation pioneers were honored by the Michigan Aviation Hall of Fame at their 16th annual enshrinement ceremony and dinner on October 12, 2002 in Lansing. Harvey M. Hughes, Richard A. Rann, Bernice T. Steadman, and Augustus M. Herring were recognized for their lifelong contributions to aviation in Michigan. Additionally, the Michigan Army National Guard, Grand Ledge Army Aviation Support Facility was honored as the recipient of this year's "Spirit of Flight Award."

HARVEY M. HUGHES - Pilot, FBO owner and Barnstormer. Harvey Hughes was born April 14, 1906 in Cutler, Indiana. He spent his entire life as a pilot, fixed-base operator, barnstormer and air racer. With a 1929 FIA certificate signed by Orville Wright, Hughes was a pioneer barnstormer and raced in the Bendix Trophy Race, the Miami Air Races and the Cord Derby. He opened Hughes Flying Service in 1935, trained military pilots during World War II and retired in 1981. He died in late 2001.

B. GEN. RICHARD A. RANN - Military Pilot and Administrator. Born in Charlotte, Michigan in 1923, Gen. Rann joined the Royal Canadian Air Force in 1941. After training in Miles Masters and Hurricane fighters in England, he transferred to the U.S. Army Air Corps in 1943. During his two tours of WWII duty, Gen. Rann flew 120 missions before being shot down and becoming a POW. He has a Purple Heart, a Silver Star, two Distinguished Flying Crosses and 10 Air Medals among his decorations. After the war he joined the Michigan Air National Guard and rose through the ranks to become Wing Commander at Selfridge ANG Base and Assistant Adjutant General for Air and Deputy Director of the Michigan Department of Military Affairs. He retired in 1983.

BERNICE T. STEADMAN - Pilot. Born in 1925 in Michigan's Upper Peninsula, Steadman learned to fly in 1944 and has distinguished herself as a racing pilot, instructor and aviation advocate since. She won the 1955 Washington-Havana race in 1955, Ontario-Florida race in 1963, set a record in the Seattle-Clearwater race in 1966 and won the Ottawa-Ft. Lauderdale race in 1972. She was Rose Kennedy's pilot during her son's presidential campaign and was among 13 women considered for the astronaut corps in the early 1960s.

AUGUSTUS M. HERRING - Researcher and Engineer. Born in Georgia in 1897, this long-time resident of St. Joseph invented and was the first to use the airfoil principal (the aerocurve) in practical application. He built and flew gliders for Octave Chanute and Samuel Langley. Had the first patent application for a powered aircraft and made two unsustained and uncontrolled powered flights before the Wright Brothers. Founded the Herring-Curtiss Co. (later to become Curtiss-Wright Co.). He died in 1926.

DIRECTOR'S DESK



William E. Gehman
Director, Michigan Aeronautics Commission

The past two decades of aviation history in this country have been filled with challenges, opportunities, successes, and unspeakable tragedy. Mostly, however, it has been a period of unprecedented technological advances, growth, and hope. Through innovation, foresight, and careful allocation of our resources, The Michigan Bureau of Aeronautics has always attempted to be at the forefront of our industry. As we enter an era of transition and change, we have allowed ourselves the small luxury of reflecting on a few successes and accomplishments.

- Michigan's airport development program invests \$180 million each year in essential infrastructure improvements. As one of nine block grant states, the Bureau of Aeronautics has direct control over federal airport improvement funds at general aviation airports.

- An aggressive airport preservation program has been highly successful in saving many Michigan airports from closure.

- Tall structure and zoning legislation, enacted over the past decade, will protect Michigan's airports from urban sprawl and encroachment in perpetuity.

- A first-of-its-kind in the nation mobile Airport Rescue and Firefighting simulator was acquired. It is being used to realistically train airport and community firefighters to respond to aircraft accidents. Its mobility allows this training to be made available to airports of all size.

- Michigan's Air Service program assists communities in attracting and preserving essential air service through marketing and providing infrastructure support.

- Through our "all-weather" access program, automated weather observation systems, pilot briefing systems and new instrument approach procedures have been located at numerous airports across the state.

- Our Air Transport Service provides safe and efficient air travel to state government officials. Michigan's size and geography make air travel essential to the timely delivery of services.

As we embark on a new century, changes throughout our industry and government are imminent. Concerns about security, an economy in flux, and the possibility of war in the mid-east are all contributing to this environment of change.

Like all other parts of state government, the Michigan Bureau of Aeronautics is in the midst of massive change and reorganization. In February, the governor announced an early retirement program for which thousands of state employees are eligible. Twelve aeronautics employees, including myself and Airports Division Administrator, Oliver House, have elected to take advantage of this offer. Other bureau employees who have announced their retirements are Jim Downer, Penny Gamet, Mary Ann Barrett, Mary Lynn Brower, Bonnie Good, Tim Biehl, Diane Tess, Mary Derby, Ken Schaschl, and Ron Lebbon. They have all either already retired or will do so by November 1, 2002. These retirements represent the loss of a vast

pool of talent and experience to the Bureau of Aeronautics. While we wish them happiness and success in their future endeavors, the departure of our friends and colleagues leaves a void that will not easily be filled. Furthermore, not all vacant positions will be replaced. Obviously, this creates a significant challenge for us as we strive to continue to provide the highest quality services to users of Michigan's air transportation system.

NEW ORGANIZATION

In conjunction with the numerous retirements, the Michigan Department of Transportation is taking the opportunity to make a reevaluation of its resources and customer's needs. The result will be a significant restructuring of the department. Of the department's five deputy directors, all have announced their intention to retire.

One of the most significant changes will be the combining of the bureaus of Aeronautics and Urban and Public Transportation (UPTRAN). The new "multi-modal" bureau will continue to provide the same services to its long-time customers, but will share some resources and staff for administrative and support functions.



*Retiring Airports Division Administrator,
Oliver House*

NEW PEOPLE

Rob Abent has been selected to lead the new combined multi-modal bureau. One of his first tasks will be to select a new, more "user-friendly" name for the new bureau. Rob brings with him a wealth of managerial and administrative experience. He began his public service career in 1978 with the Michigan Department of Mental Health. While pursuing a graduate degree in public administration from Michigan State University, he worked as a budget analyst with Ingham County Financial Services and with the City of East Lansing as a personnel assistant. Rob worked several years with the Michigan Senate Fiscal Agency, a non-partisan agency of the Michigan Legislature, first as a fiscal analyst and subsequently as chief analyst for Education and Economic Development budgets. In 1997 he was recruited to the Michigan Department of Natural Resources as Chief of the Budget and Program Support Division. During that time he was a principal in re-engineering administrative services within the DNR. For the past four years, Rob has served as Chief of Finance and Operations Services for the DNR. He holds both Bachelor's and Master's degrees from Michigan State University.



Ronald Seely will replace Oliver House as Administrator of the Airports Division. Brigadier General Seely has recently retired from the Michigan Department of Military and Veterans Affairs (DMVA), where he served in a



dual role as Assistant Adjutant General for the Michigan Air National Guard, and deputy director of the DMVA. In that capacity he has also served on the Michigan Aeronautics Commission since 1992. A 1964 graduate of Ball State University, Ron was commissioned in the U.S. Air Force as a Second Lieutenant, spending the next five years on active duty. He left the Air Force as a Captain in 1969, and joined the Illinois Air Guard, transferring to the Michigan Air National Guard in 1971. Ron was the fourth Assistant Adjutant General for Air in the history of the State of Michigan. In that position he was responsible for over 3,100 personnel and the leadership and management of three major installations, including Selfridge Air National Guard Base, Battle Creek Air National Guard Base, and the Phelps Collins Combat Readiness Training Center in Alpena. Ron is the recipient of numerous military awards and decorations. He is a Command Pilot with over 6,900 hours in a variety of jet aircraft. He holds a Bachelor's Degree in Business Administration, a Master's Degree in national Security and Strategic Studies, and a Master's of Science Degree in Management.

MDOT's new Chief Administrative Officer (CAO) is Leon Hank, who replaces Barbara Hayes. Oversight of the new multi-modal bureau is among the responsibilities of the CAO. Mr. Hank, who reports directly to MDOT director, Gregory Rosine, will fill one of the statutory seats on the Aeronautics Commission.

Prior to his appointment, Leon directed the Office of Financial Management for the State of Michigan's Budget Office. He served as the state's financial controller, responsible for publishing the state's financial statements, processing payroll for 64,000 employees, providing accounting services, and coordinating effective inter-

nal control throughout all of the state's 20 departments. A licensed CPA, Leon's distinguished career spans 26 years in state government, including various finance and technology positions with four different departments. He holds a Master's Degree in Business Administration from Michigan State University and a Finance Degree from Central Michigan University. Leon also serves as an elected trustee on the Holt Public Schools Board of Education and chairs the National Association of State Controllers Committee on Accounting and Financial Reporting.

NEW COMMITMENT

While these changes are indeed significant, it is our commitment and pledge that our customers will continue to receive the same high quality service they have come to expect from the Michigan Bureau of Aeronautics and Aeronautics Commission. Many of our names are changing, our organizational structure is evolving, however, our dedication to service is stronger than ever.

The Michigan Aeronautics Commission (which is established by state statute) will remain completely unchanged. Its five appointed and four statutory members will continue to work as strong advocates for aviation and will work diligently to preserve and improve Michigan's aeronautical resources.



*Retiring Chief Administrative Officer,
Barbara Hayes*